- DEFINITIONS.
 The following words whether contained on the front or back hereof have the meanings hereby assigned:

 O'Carrage' means the whole or any part of the operations and services undertaken by the Carrier in respect of the Goods covered by this Bill of Carrier' means a formation of the Carrier in respect of the Goods covered by this Bill of Carrier' means a formation of the Carrier in respectation ("Yangming").

 O'Container' includes and Inspect payable to the Carrier in accordance with the applicable familiand this Bill of Lading.

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 O'Container' includes and harpes payable to the Carrier in accordance with the applicable familiand this Bill of Lading.

 O'Container' includes an expect of the carrier in accordance with the applicable familiand this Bill of Lading.

 O'Container' includes a container of the trine being in possession of the Bill of Lading to whom the property in the Goods has passed on, or by reason of, the consignment of the Goods or the endorsement of this Bill of Lading or otherwise.

 O'Mentain includes the shipper, Holder, consigned or receiver of the Goods any Person owning or entitled to the possession of the Goods or this Bill of Lading and anyone acting on briefly of any service of the Carrier in the Carrier of the Ca

HIGHERTS LIVEREY.

To demand conditions of Camer's applicable Tariff are incorporated herein, including those provisions relating to Container and vehicle terms and conditions of Camer's applicable Tariff, and are closurable from the Camer upon request in the event of any inconsistency when this Bit of Lading and the applicable Tariff, this Bit of Lading shall prevail.

MERCHANT'S WARRANTY.
The Merchant warrants that in agreeing to the terms hereof his is, or has the authority of, the Person owning, or entitled to po and this Bill of Lodding.

EXEMPTIONS AND IMMUNTIES OF SERVANTS. AGENTS, STEVEDORES, AND OTHER SUB-CONTRACTORS
In contracting for the following exemptions and limitation of, and exoneration from, liability, the Carrie is acting as agent and trustee for all other Persons named in this clause. It is understood and agreed that, other than the Carrier, no Person, time or exponention or other legal entity whatsoever (including the Master, Officars and creav of the vessel, agents, Underlying Carriers, Sub-Contractors and/or any other independed whatsoever (including the Master, Officars and creav of the vessel, agents, Underlying Carriers, Sub-Contractors and/or any other independed contractors withsoever utilized in the Carriage is, or shat be desired to be, liable with respect to the Goods, or under responsibility with respect to the Carriage is, or the Carrier or basise of the Goods, or under responsibility with respect to the Carriage is, not included to the carriage is contractors without the carriage is carrier or basise of the Goods, or under responsibility with respect to the Carriage is the Carrier or basise of the Goods, or under responsibility with respect to the Carriage is only the Carrier or basis of the C

indexio, their ail operations and irrelations of, and excelerations from, liability provided by law or by the tild available to such Person.

It is also agreed that the Vessel and each of the afcrenient lend of present referred to in the proceding of nothing herein contained shall be constitued to finit or relieve them from any slability whatsoever to the Camer.

SCOPE OF THE VOYAGE
The interded Camage may include the use of Underlying Camiers and it is expressly agreed that the use of such Underlying Camiers shall not constitute a deviation, in this regard, the Camier may at any time, and without notice to the Merchant, use any means of Camiege or storage whatscover, transfer the Goods from one conveyingent to another, including transchapping or carrying the Codes for a Nessel of line than that specified in the face hereof, proceed by any mute in the Camier's discontion (whether or not the nesser or most direct, customary or advertised routing and proceed to, or stay, at why place or port whitstower, bad and unfoated the Goods it any such place or port, another or not such prevention or could be started to the Bill of Lading as the port of loading or the port of dischappe) and store the Goods at any such place or port, whitstower, which are not not recommendations given by any government or local authority or any Person or body such group or purporting to part on the high and continued to the contract of the Codes and the code of the Codes and the code of the Codes are the codes of the Codes

sultronty.

The liberies set out in this clause may be invoked by the Carrier for any purpose whatscever, whether or not connected with the Carriage of the Co-including loading or unloading other goods, bunkering, undergoing repairs, adjusting instruments, picking up or landing any Persons, (including nor limited to Persons involved with the operation or maintenies of the Vessel) and assisting Vessel(s) is all situations. Anything done in accord-with this clause or any delay arising therefrom shall be deemed to be within the contraction. Clamage and shall not be a deviction.

with this clause or any delay arising therefrom seas no exemination which has given or is likely to give rise to danger, injury, loss, delay, risk of all anythins the Carriage is, or is Neby to be affected by any situation which has given or is likely to give rise to danger, injury, loss, delay, risk of captine, soliciture or destrotton, or disadvantage of whotsoever nature to the Vessel, the Carrier, any Underlying Carrier or sub-Continator utilized in the commence or continue the Carriage of the Occasion, the Carrier was a fine of the Carrier and the Carrier of the Merchant (1). Unpack the Continators of otherwise dispose of the Goods in such way as the Carrier may deem advisable at the risk and expected of the Merchant (2). Carry the Goods to the contracted port of discharge or place of delevery, whichever is applicable, by any attemative route or means of transportation to that indicated in the Bill of Lading, or that which is susual for Goods consigned to that port of discharge act delevery Any such additional Freights and charges shall be for the Merchant's account, and the Carriage of the Goods and the Section of the Carriage of the Carriage of the Contract of the Carriage of the Carriage

nevertheless be entitled to full relight on the Goods and the Menchant strati pay any adoutone course were a second or as such place or port.

The situations referred to in this Clause 6 shall include, but shall not be limited to, those caused by the existence or apprehension or lower whether declared or undeclared, hostifies, warlike or beligrant acts or operations, nots, civil committions or other, disturbances, storm, declared or undeclared, hostifies, warlike or beligrant acts or operations, nots, civil committions or other, disturbances, storm, declared or undeclared, or any other act of God, disturbances, storm, deprive to any civil, blockater of port, or placing of interdiction or peribition or or restrictions or somewhere or trading, quarantine, semilar or other similar regulations or restrictions, strikes, lock outs or other labor troubles whether partial or general, congested or of port, wharf, sea terminal, or the facilities of any Sub-Centractor or Underlying Carriers used in the Carriage covered by this Bill of Lading.

7. CARRIER'S RESPONSIBILITY AND CLAUSE PARAMOUNT
(A) Port-to-Port Shipmonts
(I) When loss or damage has occurred between the time of loading of the Goods by the Carrier, or any Underlying Carrier, at the port of loading and the time of discharge by the Carrier, or any Underlying Carrier, at the port of reclavance, the responsibility of the Carrier and be determined in accordance with any National law making the Hague Fulse, or any amendments thereto including the Hague-Visit period of the Hague Fulse and the Hague Fulse property of the Carrier shall be determined in applicable to the this Bit of Lating. The Carrier shall be under no stability visitscever for bots of, or damage for the Goods, however, and that any application of the Carrier shall be under no stability visitscever for bots of, or damage for the Goods, however, and that any application of the Carrier shall be under no stability visitscever for bots of, or damage for the Goods, however, and the Magnet Magnetia for the Carrier shall be under no stability visitscever for bots of, or damage for the Goods, however, and the Magnetia for the Carrier shall be under no stability visitscever for bots of, or damage for the Carrier shall be under no stability visitscever for bots of, or damage for the Carrier shall be under no stability visitscever for bots of, or damage for the Carrier shall be under no stability.

that any applicable computory law provides to the contrary, the Carrier stall laws the benefit of every right, delense, limitation and disn'y, set forth in the largue Fulse, or, if applicable, the Hapse Visity amendments as applied by this Clause during such additional computory period of responsibility.

(P) Notwithstanding anything contained in the preceding provision, in the event than this bill of Lading covers shipments to or from the United States; then the Carriage of Goods by Sea Act of the United States ("COGSA") shall be compulsorly applicable and shall focusp as may be otherwise specifically provided deservine herein) also govern before the Coods are loaded on and after they are discharged from the Vessel provided, of the Carriage of Goods by Sea Act of the United States ("COGSA") shall be compulsorly applicable and shall focusp as may be otherwise specifically provided deservine herein) also govern before the Coods are loaded on and after they are discharged from the Vessel provided, of the Carria, or any United States, then the Carriage States of the Carriage Coods are leaded on and after they are discharged from the Vessel provided, of the Carriage carriage of the United States, then the Carriage States ("CodSA") as the Carriage States ("CodSA") and completely the Carriage States ("CodSA") and completely the Carriage States ("CodSA") and completely shall be available to the Marchant at any office of the Carriage States ("CodSA") and completely shall be available to the Marchant at any office of the Carriage states ("CodSA") and the Carriage States ("CodSA") and completely shall be available to the Marchant at any office of the Carriage states ("CodSA") and the Carriage States ("CodSA") and completely shall be carriaged to the Carr

CONTAINER PACKED BY CARRIER.
 Where the Goods receipt of which is acknowledged on the face of this Bill of Lading, are not already co-receipt, the Carrier shall be at liberty to pack and carry such Goods in Containers.

receipt, the Carrier shall be at liberty to pack and carry such Goods in Containes.

CONTAINER PACKED BY MERCHANT - MERCHANT'S SESPONSIBILITY.
Where the Goods have been packed into Containe(s) by or on behalf of the Merchant, it is mutually agreed that,

Where the Goods have been packed into Containe(s) by or on behalf of the Merchant, it is mutually agreed that,

Where the Goods have been packed into Containe(s) are such contained to packed, esception, quantity, quality, weight, measure,

nature, kind, value, or other particulars of the contents of such Containers (s) are summed to the Merchant and are unknown to the Carrier and
the Carrier accepts no lability in respect thereof. The achieved-opposed of the Carrier is confined to the number and appeared order and
the Carrier accepts no lability in respect thereof. The achieved-opposed of the Carrier is confined to the number and appeared order as sealing of the Cortainer(s) and the finess of the Container(s) security, escurity, and suffling of the contents of the Container(s) and the contents of the Container(s) and the contents of the Container(s) are contained to the container(s) and the contents of the Container(s) or the cortest thereof.

The Merchant hevery underlates to indernedly the Carrier against any loss, durings, especially, secting, closing or sealing, or in finess of the Container(s) or the contents thereof.

The Carrier shall be all liberty to inspect the Goods without notice at any time or place.

Container(s) shall be properly esselled and the seal identification reference as well as the Container(s) reference shall be shown herein if the Container(s) and believed from the Carrier with seals infact, the Carrier shall not be liable for any loss or damage to the Coods unless it is proven that such loss or damage was caused by Carrier's negligence in case the soal of the Container(s) into containers or the Carrier with a case the soal of the Carrier shall not be liable for any loss or damage to the Coods unless it is proven that such loss or

authorities for inspection of the Goods, the Carrier analisms are same an any bear an authorities to the form.

(5) The Merchant is obliged to clean the Containents) at his expense before redeliver, to the Carrier so that tiney are suitable for further set. Merchant fails to redeliver the Containents) as aforesed, at charges in connection becauth shall be born by the Merchant.

Merchant table for redeliver the Continenting as absorbed, as creatings in connection reservoir state the continenting to the Continent of the Continents, Unless such written continent is predicted from filling a claim against the Continent of the Continents, Unless such written continent of the Continent of the Continents, Unless such written continent of the Continent of the

SPECIAL CONTAINERS AND PERISHABLE GOODS.
 Unless specifically respected by the Merchant in writing, the Carrier is not regulated to provide anything other than a 20 or 40 tool standard dry Containers's in the event the Carrier ances to carrier ancestor containers's surplus as a refrequented, heated or insulated Containers's Carrier

of a perihablia nature shall be carried in such dry Container(i) without special protection, services or other measures unless it is noted on the reverse sate of the SIR of Lading that the Goods will be carried in a notinguested, healed, electrically ventilated or otherwise specially equipped Container(s). The Morchant is engined to give within notice of creative forms of the Goods by the Container (s). The Morchant is engined to give within notice of creative forms of the Goods by the Carrier will verify that the thermostatic controls are set to maintain Container(s) in the Goods to the Container (s) in the Co

STOWAGE ON DECK.

(1) The Carrier has the right to carry Goods in Centainer(s) on deck, whether the Container(s) are owned or leased or have been packed or stuffed by or on behalf of the Merchant or the Carrier. When Goods in Centainer(s) are carried on dock, the Carrier is not required to specially note, mark or stamp any statement of on deck Carriage on the tace hexod, any custom to the centrary notwithstanding. The Goods so carried shalf be subject to the applicable Heages Relets as provided for in the Clause Paramount heror?

(2) Notwithstanding Clause 12(1) above in the case of Goods which are stated on the face herord as being carried on deck and which are so carried, the Hague Relate shall not ease of Goods which are stated on the face herord as being carried on deck and which are so carried, the Hague Relate shall not ease of Goods which are stated on the face herord as being carried on deck and which are so carried, the Hague Relate shall not ease of Goods which are stated on the face herord as being carried on deck and which are so carried, the Hague Relate shall not ease of Goods which are stated on the face herord as being carried on deck and which are so carried, the Hague Relate shall not ease of Goods which are stated on the face herord as being carried on deck and which are so carried, the Hague Relate shall not ease of Goods which are stated on the face herord as being carried on deck and which are so carried.

LIVE ANIMALS, PLANTS, PERISHABLE GOODS.

The Carrier shall not be responsible for any accident, disease, mortality, loss of or damage to live animals, birds, reptiles, feh, plants and perishable Goods arising or resulting from any cause whistoever including the Carrier's negligence or the Vessel's unseaworthiness and shall have the benefit of all the provisions of this Ball of Ladies.

all the provisions of this Bill of Lading.

DANCEROUS GODES AND CONTRABAND.

(1) The Camer underfastes to carry Goods of an explosive, inflammable, radioactive, corrosive, damaging, noxious, hazardous, poisonous, injurious or dangerous only upon the Camine's acceptance of a prior writter application by the Merchant for the Carriage of such Goods. Such applications must accurately state the nature, near, ballet and classification of the Goods as well as the method of mediening them innocesses, with the full names and addressess of the Merchant.

(2) The Merchant shall underfasts to onserve that the nature or the Goods referred to in the precoding paragraph is distinctly and permanently marked and manifested on the outside of the Goods, Centameris) and shall also underfaste to submit the documents or certificates required by any applicable is statistics or orgulations or by the Camineris) and shall also underfaste to submit the documents or certificates required by any applicable is statistics or regulations or by the Camineris (and shall also underfaste to submit the documents or certificates required by any applicable is statistics or progrations or by the Camineris (and shall also underfaste to submit the foregoing, or the Goods are found to the certificates or prohibited by any theor or regulation. If the Caminer shall be entitled to have such Goods entered in excussion, throse overticant or discharged or otherwise disposed of at the Caminer statistics or the certificates of the Caminer statistics or the Caminer statistics or the certificates of the Caminer

All James Goods and inserted on the Bit of Lading and unless ad value thereof have been fully prepaid thereon.

LOSS, CONDENSATION, ETC.

It is agreed that superficial rust, excidation or condensation inside the Container or any tike condition due to moisture is not the responsibility of the Carrier, unless stud condition arises out of Carrier's failure to provide a seaworthy Container to the Merchant prior to loading, if the Merchant requires special arrangements or care for the Carriage of such Goods, he must required same in writing to the Carrier and said arrangements must be noted on the foco of the Bid of Lading and all special Freight, as required, must be used by the Merchant provided.

GOVERNMENT REQUEATION AND PENALTY.

The Merchant shall comply with all regulations or requirements of Customs, Government authorities, port and other authorities, and shall bear and pay all dutine, boxes, times, impose, appendixes or betters incurred or suffered by reason of alary feature to comply with such regulations, or by reason of direct grant pays or district the properties or breather and pays or other flegal scores, in resultine transfering, number or addressing of the Goods, or the discovery of any drugs, acrostics, slowways or other flegal schedulances within Containers packed by the Merchant or reside Goods supplied by the Merchant, and shall indemnify the Carrier in respect themof.

NOTIFICATION AND DELIVERY.
 Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for information of the Camer, and failure to give such notification shall not involve the Camer in any it-ability, nor releve the Merchant of any obligations hereunder.
 The Merchant shall stake delivery of the Goods within the timp provided for in the Camer's applicable Tartif.
 If the Merchant shall stake delivery of the Goods within the timp provided for in the Camer's applicable Tartif.
 If the Merchant shall stake delivery of the Goods, or any part threed, in accordance with the Bill of Lading, the Camer may without notice remove the Goods, or that part thrends, all or stake the Goods, or that part thrends, and/or storp in the Goods, or that part thrends and the Goods or the thrends shall observe.
 The Merchant's steellone is drawn to the adjustment concerning two storage time and demorrage contained in the Camer's applicable Tartif, which is incorporated in the Bill of Lading.

which is incorporated in this Bill of Lasting.

19. PRECHT AND CHARDES

(1) Frieight Jhab to psychib at Canier's option, on gross intake weight or measurement, or gross discharge weight or measurement, or an ad valorem basis, or per Container or package or customary frieight unit basis or any other applicable rate as set forth in Carrier's Tariff. Freight may be activated on the basis of the description of the Cools lambed by the Merchant bull Carrier may at any time, weight on the Goods and open packages or customary freight units to examine contains. In case the Merchant's description is found to be erroneous and additional Freight and expense incurred and the Goods shall be labele for any additional Freight and expense incurred any expense incurred by the Carrier of the Cools and the Carrier of the Carrier of Underlying Camer as the case may be, wintered the Freight or charges be prepade for be abated or inherated to be prepad or to be ordicated agric or of discharge or use bestimation or subsequently, and the Carrier of the Cools are last or referred to the prepade of the benefit of discharge or use obstantion or subsequently, and the Carrier of the Cools are last or referred to be prepaded or be ordicated any ordination or discharge or use obstantion or subsequently, and the Carrier to Goods are last or referred to the contraction of the Cools are last or referred to the contraction of the Cools are last or referred to the Cools are last or referred to the Cool and the Cools are last or referred to the Cool and the Cools are last or referred to the Cool and the Cools are last or referred to the Cool and the Cools are last or referred to the Cool and the Cool and

psyment to the Camer and shall vessel.

General average shall be adjusted, stated and settled at New York or at the last port of discharge or any other port or place at the Camer's option according to the York nutwerp Rules, 1994, and as to matters not provided for in these nutes according to the laws and usages of the port or place of adjustment, and in the currency selected by the Camer's. Average asymptomic and bond, together with such additional security as may be required by the Camer's, shall be furnished before delivery of the Goods. In the event of accident, danger, damage or dissator before or after commencement of the voyage resulting form any cause whatsoever, visible rout to aggregate or not, for which or for the consequences of which the Camer is not responsible by statute, contract or otherwise, the Camer, and the Merchant jointy and severally shall contribute with the Camer in general average to the payment of any secretical possess or expenses of a general average and the transition that must be made or measured and shall pay salvage and special charges browned in respect to the Goods. It is salving Vessel is owned or operated by the Camer, salvage shall be paid for as fully and in the same manner as if such salving Vessel or Vessels belong to strangers. The the event the Whater correlator this, salvage services are needed, the Merchant agrees that the Master reay act as his agent to procure such convices to the Goods and that the Carrier may act as his agent to settle subhage removeration.

BOTH TO BLAME COLUSION.

If the Vessel cannes into collision with another Vessel as a result of the negligence of the other Vessel and any act, neglect or default of the master moriner, piled or the searchs into collision with another Vessel and in the residence in the management of the Vessel, the Merchant shall indeemly the gragient all loss or helbuly which might incur directly or definedly to the other or non-carrying Vessel or owners incord as such bladity represents loss of or defanage to his Goods or any claim whatsoewer of the Merchant paid or payable by the other or non-carrying Vessel or her owners to the Merchant paid or payable by the other or non-carrying Vessel or of their claim against the carrying Vessel or the owner and self-off recovered by the other or non-carrying Vessel or of their claim against the carrying Vessel or the owner hereof. The foregoing provisions shall also apply where the owners, operations or those in charge of any Vessel or Vessels or objects other than, or in addition to, the colding Vessels or clojects are at It and in aspect of a collision or contract.

22. NOTICE OF CLAIM AND TIME FOR SUIT.
University of times of times or claimage and all ageneral nature of such loss or damage be given in writing to the Carner at the port of discharge or place or dislevery before or at the time of delivery of the Carner at the port of discharge or place or delivery or the times of delivery of the Carner at the port of discharge or the Carner at the port of delivery, the Coods shall be delivered to the control delivery or delivery of the Carner at the port of delivery of the Carner at the port of the delivery of the Carner at the port of the Carner at the port of the Carner at the port of delivery of the Carner at the port of

boan delivered.

3. LIMITATION OF LABILITY.

(1) Act clarms which this Comer may be liable to shall be adjusted and settled on the basis of the not invoice value of the Goods. In no event shall clare which the Comer may be liable to shall be adjusted and settled on the basis of the not invoice value of the Goods. In no event shall set the language flate continued to the formation of contract flates flates to the langua flates continued in the International Convention for the Unification of Contract flates flates to flameda, approved 16 April, 1930, the Carriers of the Linded States of America, approved 16 April, 1930, the Carrier shall in no event be liable for any loss or damage to to inconnection with the Goods in an amount accessing the wint of U.S. Collies \$300 per package, or where the Goods are not ablyped in package package flates any manual accessing the wint of U.S. Collies \$300 per package, or where the Goods are not ablyped in package package flates are manual contractions of language flates are manual contractions and the country in which the action is bought in action practices in a country where the Happer bulby Amendments to the Happer Bulbs are manual contractions of language flates are manual contractions and the states of the states are manual contractions and the states of the states are contracting to the states and \$9.000 NT Dollars.

[3] The afternamentoned limitations of liability set forth in this provision shall be applicable unless the nature and value of the Goods have been disclaimed by the Montrach before shipment and agreed to by the Corner, and are sented in this Bill of Lading and the solution and agreed to by the Corner and are sented in this Bill of Lading and the solution and access the state and value of the Goods have been disclaimed by the Montrach before shipment and agreed to by the Corner and are sented in this Bill of Lading and the solution and access the state and value of the Goods place freight that was account. The Corner and are sented in this Bill of Lading and t

Neither the Carrier nor any Underlying Carrier or Sub-Contractor utilized by the Carrier in the performance of this Bill of Lading Contract shall be liable to answer for or makin good any loss or damage to the Goods occurring at any time the Goods are considered to be in Carrier's custody including the period before loading, or after discharge from the Vessel, by reason or by means of any fire unless such fire shall be caused by the actual fault or privily of the Carrier.

LISH.

The Carrier shall have a tier on the Goods, and any documents relating thereto, for all sums payable to the Carrier under this contract and for general average and salvage conflictutions to whomeover owned for the costs of recovering same, and for any possibles and assessments charged to the Carrier as a result of the Carrier as a resul

JUNISECTION.
Otherwise provided specifically herein any claim or dispute arising under this Bill of Lidding shall be governed by the laws of England and of in England Courts afting in the city of Lordon to the sociation of the jurisdiction of the courts of any other place. In the worth this clause is set to the form of the pure of the city of Lordon and choice of the wall file in either the port of leadings at Carrier's option.